

The Ferrophilic Column *September 1990* Compiled by Just A. Ferronut

Last month, I asked a couple of questions about some of the information I added to Doug Brown's news article on the Saint-Bruno station. Doug has now sent some extra material with the question, "did the GTR 1907 inventory reverse the 2 adjacent stations in the Saint-Bruno-de-Montarville area?" When added to some extra digging I have done, I would have to support that position.

Doug sent a copy of the employees timetables for 1949 as well as 1957. To these I have compared them to a 1936 public timetable and the 1908 International Railway Guide and except that the IRG shows Montarville as Saint Bruno East, these four documents are consistent in their location and spacing of the stations in this area. Therefore, while we will try to confirm this matter further, it does appear that the larger station referred to last month as the Montarville station was in fact the St. Bruno station. Similarly, the four backup timetables all show the distance between these two stations in the order of 1.92 miles, not the shorter distance quoted last month.

Doug added that passenger service to the Montarville station was discontinued in 1957 and he advises that from personal inspections of this site, all evidence of this station has disappeared.

Another correction from last month relates to the CN Aurora station. Last month I stated this station was vacant, however Ian Caie advises that GO Transit continues to use the passenger and agent areas of this deteriorating building.

Rick Mannen advised me a few weeks ago about several stations in Ontario's Bruce Peninsula including the one at Lakeside on the CP's St. Marys Subdivision. This fairly long narrow single storey structure has been moved a few hundred feet across the street from its original site. This station is now located on the east side of Brock Street south of Colborne Street on the Christ Church Anglican Church grounds. It appears to be used as a social or community hall. An inspection on September 7, 1990 had the street side of the building from the bay window northward hidden by a fallen tree. There was no real damage to the building. The fallen tree appeared to have been there for a couple of weeks and was apparently the result of a major storm in the area by the look of damage to other buildings and trees. The station building with a clapboard dado up to the windows and shingles above is presently painted white with brown trim and is in reasonably good shape.

Data on an Ontario interurban line, the Schomberg and Aurora Railway including some on a station has been forwarded by Ian Caie. The S&A, incorporated in 1896 built a 14 mile line from Schomberg to connect at Oak Ridges (Aurora) with the North Yonge station - Sutton line of the Toronto and York Radial Railway. These rail/ traction lines on the northern outskirts of Toronto were part of the MacKenzie and Mann railway empire and were operated in later years as the Metropolitan Division.

The T&YRR routes outside the City of Toronto had been taken over by the City prior to the start of operation of the Toronto Transit Commission. However, the management of these rural lines was turned over to the Hydro Electric Power Commission of Ontario on December 1, 1920. At this time these former MacKenzie and Mann lines were of course owned by the Dominion of Canada and had been operated as part of the Canadian National Electric Railways since 1918.

The TTC obtained clear title to the T&YRR within

the City limits in 1922 and within 22 months reconstructed the four miles of the T&YRR single track between Woodlawn Avenue and Glen Echo with a double track TTC line that was opened on November 2, 1922.

The lines north of the City which were not TTC gauge continued to operate separately until 1927. Then on January 11, 1927, the TTC took over the management of the T&YRR lines outside of the City including the S&A Schomberg line. It would appear that since the TTC was planning to regauge these lines, the income on the Schomberg wouldn't justify it, so it closed the Oak Ridges to Schomberg line on June 20, 1927, less than six months after it had assumed management and operation.

While this line has been abandoned for some 63 years, there are still several signs of it around. First there are several photographs of the Schomberg and Aurora Railway on display in the IGA store in the Brownville Junction Plaza, which is located on the west side of Highway #27 just south of Highway #9 (south east of the Village of Schomberg). These photographs date from 1904!1916, while this railway was still operated with steam, since this line was electrified in 1916. Ian points out that Brownville Junction is located just south of a still visible portion of the S&A right-of-way which extends west from Highway #27 towards Schomberg.

Another piece of this line exists in Schomberg, where a house that at one time served as the S&A station is now up for sale. Ian writes that this house located at 368 Main Street, Schomberg, was built circa 1870 as a residence. With the construction of the S&A, this house became the village's station. Based on this background, the uninformed may not recognise this structure, since it does not look like a station. The S&A line into Schomberg was apparently located some 20-30 metres (75 - 100 feet) south of this house. A short section of the former S&A right-of-way east of Main Street in Schomberg was reconstructed into a roadway in 1989.

Another interesting tidbit that Ian Caie has forwarded relates to a Real Estate advertisement in the August 10, 1990 edition of the Cobourg Daily Star. The advertisement shows the end view of a 1½ storey building, now used as a residence, but apparently built as a railway station. The building is presently located in Roseneath, which is located on Highway #45 approximately 30 kilometres (20 miles) northeast of Cobourg. The advertisement states the house was built in the 1850's as a railway station for the Cobourg and Peterborough Railway (the Rice Lake line). This line didn't go through Roseneath, in fact the nearest location on this line was Harwood, located on the south shore of Rice Lake. The photo of this structure sure hides any indication that this was a railway station. Hence, we are asking, can any one, especially our Cobourg area readers shed any light on this apparent station.

One last station item from Ian relates to the CN King City station (see May 1989 and June 1989 NEWSLETTERS). This station is now on the grounds of the King Township Museum and is currently undergoing restoration. The museum is located on the north side of King Road between King City and Highway #400. The station can be clearly seen and photographed from the road even when the museum is closed.

Also received this month via Doug Brown was a copy of a notice from the August 21, 1990, Montréal Gazette concerning M.O.Q. Rail. Doug thought other fans who may have seen this notice would wonder what it is all about. First, some

may recall news releases about the M.O.Q. Rail group over the last year or so on their proposal to run a simplified 'road railier' (highway trailers on rails) concept over Canadian railways. This group based on an unproven design has requested CN Rail to grant them running rights over several rail corridors, including the Boucherville, Québec – Brampton, Ontario; Brampton – Detroit, Michigan; Amos, Québec – Garneau, Québec; Rougemount, Québec – Longueuil, Québec; Dorval, Québec – Chicoutimi, Québec and the Dorval – Moncton, New Brunswick.

CN Rail has opposed the concept for several reasons including the unproven aspect of the technology; however, M.O.Q. Rail is taking advantage of some of the changes in the regulatory procedures and thus their notice of application to the National Transportation Agency for a Certificate of Fitness. No doubt we will be hearing more on the pros and cons of this proposal as the two companies make their pitches to the NTA.

Train speeds are a topic that rail enthusiasts can always spend hours discussing. Of course there is the discussion on the speed of European trains versus those of North America as well as the past versus the present discussion. Anyway, Richard Carroll has sent along some observation of the latter category here in Canada as they relate to transcontinental trains.

Richard writes that since we have seen the end of the SUPER CONTINENTAL and CANADIAN trains – at least as we have known them – I have done a bit of a 'speed history' on each train.

First of all, both trains began operating in April 1955. At the time, neither schedule called for any point-to-point dash at the important 60 m.p.h. (a mile-a-minute) level. The CANADIAN schedule first achieved this in 1956. In 1958 the SUPER CONTINENTAL accomplished that breakthrough.

Most of the CANADIAN'S fast runs, of course, were across the prairies. The best start-to-stop run of the train ever reflected in Public Timetables was in the October 1969, schedule – Brandon to Virden, Manitoba, 47.2 miles in 38 minutes – average of 74.5 m.p.h. (Richard states that he has reason to believe that this may have been a "typo"). A more legitimate speed peak would be in the east – October 1965, Ottawa to Vankleek Hill, Ontario, 53.8 miles in 47 minutes, an average of 68.7 m.p.h. This would last until the closing of the Ottawa Union Station at the end of July 1966, (distance reduced to 51.4 miles).

As far as the SUPER CONTINENTAL goes, the best legitimate run reflected in Public Timetables is: October 1966, Allan to Watrous to Viking, Saskatchewan, 44.5 miles in 38 minutes, 70.3 m.p.h. average. I say 'legitimate,' because the February 1971 timetable reflects two noteworthy runs – on paper. The first was Train # 1, Ituna – Raymore, Saskatchewan, 48.4 miles in 35 minutes, average 83.0 m.p.h. The other Train # 3, Unity, Saskatchewan – Wainwright, Alberta, 82.1 miles in 70 minutes, average 70.4 m.p.h. The problem with the first run is it's so much faster than anything else it's probably a "typo" again. Perhaps a bigger problem for both runs is that they never actually ran. They were part of the proposed timetable for the summer of 1971, but in late April of that year, officially because of summer trackwork, revised and somewhat decelerated summer schedules were substituted, and, as no new System Timetable was published, Richard states he has no detailed times for these revised schedules. Oddly, after the trackwork season was over, the schedule was slowed even more and this was to signal the start of a major slowing trend for the SUPER which lasted through the 1970's.

Richard closes with the statement, "Not all hope is

lost though – careful examination of the current timetable will show that even today the (so-called) CANADIAN manages a couple of mildly 60+ m.p.h. runs on its trek across the prairies."

To close, I had a quick look at the July 5, 1893 Canadian Pacific Railway Timetable and it shows it took 84 minutes to cover the 47.2 miles between Brandon and Virden, Manitoba or a healthy 33.7 m.p.h., so regardless progress has been made.